SEPTEMBER 2020



Chunky's Chatter

A light hearted and sometime irreverent monthly look at the world of Lotus



Inside this issue

- Getting a Certificate of Provenance for your Lotus.
- Andrew Stevens tells us all about replacing a fuel tank in an S1 Elise/Exige and Rover S2 Elise's.
- HSRCA Spring Festival, on again with a new date.
- And of, course, Significant dates in the history of Lotus for this month.

Club Lotus Australia
September 2020

This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly. The Club is affiliated with the Confederation of Australian Motor Sport .

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

The Club's financial year begins on 1st January each year.

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COVER PHOTO Lotus give their first CoP to the last car owned by Colin Chapman and now acquired by the company, his Turbo Esprit.

NSW General meetings are sometimes held on the Third Wednesday of each month. This month there will be no meeting and Tyre Kick & Coffee has been cancelled dur to the Virus.
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Presidents Prattle
With Ashton Roskill



Happy Spring

Yes, I know this winter seems to have dragged on interminably, probably made worse by travel restrictions. But it's officially spring, and time to dust off the cobwebs and get the car(s) ready for the warm weather.

Although I have to be honest, I have rather enjoyed driving in the cooler weather - no need for air conditioning, and the cars tend to run better in cooler air.

So although there is a general mood of slightly less restriction (except for our poor friends in Victoria, to whom our thoughts are extended), the ability to organise and run events is still proving a challenge; as witness by the postponement of last weekend's HSRCA Spring Festival to the last weekend of October.

Mind you, that didn't mean the "practice day" on the Friday was cancelled, so a few of us were there for a beautiful day out.

Looking ahead, there's the next round of the CSCA sprints next Saturday, which encouragingly is sold out, but if you want to go onto the reserve list, you can do so at the MRA website (www.motorrace.com.au)

As you will have seen from the email notification this week, we are intending to run the AGM this year virtually; this is as much an insurance policy for our members wellbeing as anything; we simply can't know from one week to the next what the status of restrictions and the spread of the virus will be, and rather than risk spreading it liberally among you all, we elected to run this year's by video conference. We appreciate this is sub-optimal, but in these unusual times, we have to adopt unusual methods from time to time. I look forward to seeing lots of your smiling visages on the screen, and for those unfamiliar with the technology, we are opening up the conference call at 6.30 to give us 30 minutes to help people get online and sort out any gremlins. Set the date if you haven't already - **Tuesday 15th September, from 6.30pm**.

We continue to contemplate the possibility of a Christmas Party in December, although the chances of it being a feasible option are only 50:50 at best at the moment; concern over meeting in a public place are obviously foremost in many people's minds. We will also most likely have to make it a BYO event as the complexities around catering an outdoor event are a little hard to navigate this far out. We will keep you informed as thinking progresses.

But on a brighter note, the monthly Tyre Kick and Coffee at the Kokoda Cafe in Rhodes is continuing (although we are moving the start time out to 9.30 as the cafe is not open until then these days), so I look forward to seeing another great turnout on **Sunday 20th September from 9.30am**; last month we had a lovely time, a great gathering and lots of lively conversation, all while observing appropriate distancing of course.

Thank you all for your continued patience as we navigate these weird and uncertain times; our thoughts are with you all, as I know this period has been (and continues to be) very hard for a lot of you; please remember that the best solution to feeling a bit confused is often the simplest - pick up the phone! Mine is always on, if sometimes a little hard to get hold of me on - 0478478796.

Take care of yourselves, and importantly your loved ones, and I look forward to seeing lots of you on the screen for the AGM, and hopefully in person at an event soon.

Meanwhile, keep it safe, upright and (largely) on the blackstuff,

Pip pip

Ashton

From the Editor

Tom Devitt



Hi Everyone

A big thank you this month to Brian Caldersmith who has donates an A2 print of his original artwork for the Lotus Golden Jubilee 1948 to 1998 and featuring a range of the masterpieces of Colin Chapman from that era. We have decided to award this to the best story or article submitted to the Newsletter by a member during 2020. Judging will be by email ballot during the Christmas recess and I am sure I can talk Brian into signing the artwork. So why not have a go, there are 3 remaining issues to get something to me (if you already have not submitted your masterpiece!!)



Elsewhere in this issue is the news that the Lotus Factory is now issuing Certificate of Provenance's for genuine Lotus cars that has left the factory. This might be a bit difficult for 26R's (Lightweight Elan) and Type 28 (Lotus Cortina) both of which there are more in existence than ever left the factory, but I guess that's part of the fun!

Great to see our motorsport returning and in NSW it looks like the CSCA championship is well underway again.

As the weather warms up, don't forget the Tyre Kick and Coffee mornings now at 9.30am so a chance of a little bit of a Sunday sleep-in

See you next month and remember to drown me in articles for the newsletter!!

Tom

Lotus launches new Certificate of Provenance by honoring Colin Chapman's last car – newly acquired by Lotus

Lotus is launching a new Certificate of Provenance programme, revealing the first recipient as a stunning and celebrated Turbo Esprit that was the final 'company car' of Lotus founder Colin Chapman.



Vehicle provenance documents and highly desirable Lotus collectables now available to Lotus owners worldwide.

First recipient is a stunning 1981 Turbo Esprit, authenticated as Lotus founder Colin Chapman's last 'company car'.

UK Prime Minister Margaret Thatcher also drove it, further increasing its provenance.

Recently acquired by Lotus, the Esprit will be restored and join the company's collection.

The 1981 model, which was also driven by UK Prime Minister Margaret Thatcher during a visit to Norfolk, has recently been acquired by Lotus. Following a sympathetic restoration it will join the company's collection.

The new Certificate of Provenance is designed to appeal to owners of Lotus cars from any era. They could buy one for themselves or receive it as a gift from friends or family. It is delivered in a distinctive 'For The Drivers' Lotus presentation box, which contains:

The Certificate of Provenance – printed on premium paper, this provides a summary of the car's details including the VIN, paint colour and specification. The certificate also notes the date on which the car completed its production at the Hethel factory and was passed to the Lotus sales team.

The Build Specification Letter – drafted using detailed vehicle information from the Lotus archive, this document provides more in-depth information about the car, including its engine, transmission, standard features and optional extras.

A personalised letter to the customer signed by Phil Popham, CEO, Lotus Cars, thanking them for their purchase and updating them on the transformation which is taking place at Lotus.





"Why didn't bloody Dennis teach me to drive a manual car!!"



The three documents are presented in a simple black envelope placed inside the presentation box. Beneath it is a selection of Lotus collectables, including an aluminium plaque engraved with the owner's name and information from the Certificate of Provenance; a leather Lotus keyring; a carbon fibre bookmark featuring the brand's nine most significant motorsport laurels; a presentation tin of four badges; and a Lotus ink pen.

The Certificate of Provenance is available worldwide through Lotus retailers. In the UK it costs £170 + postage. Prices in other markets may vary.

The 1981 Lotus Turbo Esprit has the UK registration plate UVF 464X and was first registered to Lotus on 1 August of that year. Its own Lotus Certificate of Provenance reveals it was allocated to company founder Colin Chapman for his exclusive use. Following Chapman's death in December 1982, it was sold by Lotus in July 1983 and has been in private hands ever since, covering just 11,000 miles and regularly maintained.

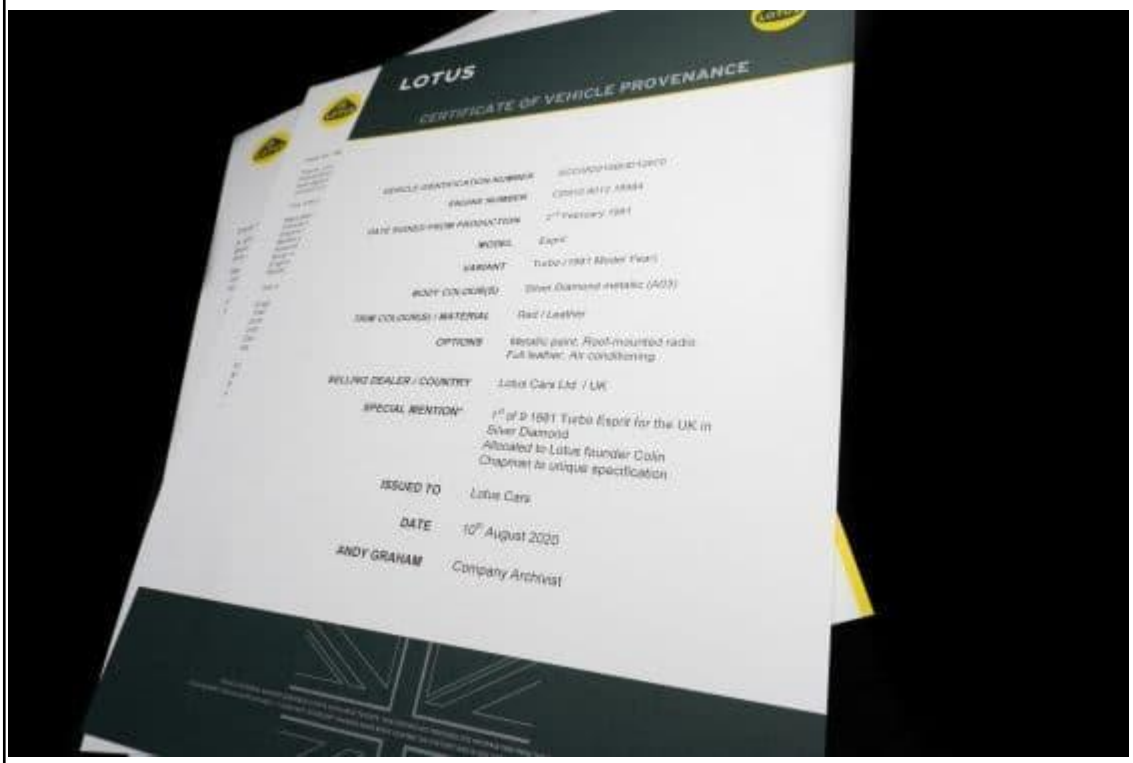
Finished in metallic Silver Diamond paint with 'Turbo Esprit' decals, the factory-fitted optional extras include a full red leather interior, air-conditioning and a Panasonic audio system integrated into the headliner.

However, the specification is completely unique as it has several features added at the request of Chapman to improve his own driving comfort and enjoyment. These include power steering – it was the first Esprit ever to have this technology – plus modified and lowered suspension, modified brakes and BBS Mahle lattice alloy wheels.

On 5 August 1981 the car was used by Chapman to promote the latest Lotus range to the then UK Prime Minister, Margaret Thatcher, when she toured Norfolk. After landing at Norwich Airport and talking to Chapman, she sat behind the wheel and drove it round the site's private roads. Local media reported that she had said: "I was tempted to drive away in it."

Phil Popham, CEO, Lotus Cars, commented: "What better way to launch our Certificate of Provenance than by showing how it has validated the celebrated history of an iconic and unique Turbo Esprit. The Lotus archive is a fully catalogued database of information and can provide a wealth of insightful facts on any Lotus car from any era. It's the perfect gift for a Lotus owner anywhere in the world."

Speaking about the unique Turbo Esprit, he added: "This is an iconic and unique car from the Lotus back catalogue, personalised by our founder Colin Chapman and with a truly fascinating provenance. It deserves its place in our collection and we're looking forward to showing it off."



35 years ago this month Ayrton Senna scores his second Grand Prix victory, and yes it was in a Lotus

On the 15th September 1985 Ayrton Senna took his Lotus 97T Renault powered car to victory in Belgium. This would be his second win in a Lotus that year and the third for Lotus. However, behind the scenes at the Spa-Francorchamps circuit things were not so happy. Back in June, when the race was originally scheduled, the track owners decided to resurface the circuit with a material called Stress Absorbing Membrane Interlayer. This came with the staggering cost in those days, of $6 million. This was supposedly a water repellent surface which would, it was hoped, make racing in the wet a lot safer. There were of course bureaucratic bungles and the weather was a huge problem such that the resurfacing was only completed 10 days before the event. However more drama was to come. The F1 cars with their super sticky wide slicks and the enormous power bursts from the turbo engines ripped the track up, so overnight the repair crews did the repairs to the track with normal road surfacing material. When the teams went out the next day, they faced a mixture of track surfaces, which was not good, and then it rained. Old surface = extreme traction, repaired surface = no grip! The drivers had enough, so poor old Nikki Lauder, the driver's representative, told the organisers, the FIA and Bernie that there would be no race. Everyone packed up and pissed off. The track owners, at yet more enormous expense, ripped up the fancy surface and resurfaced it with normal tarmac mix. Then they sent out invitations.



Nelson Piquet and the other top drivers go out to examine the circuit



A young Bernie telling the teams that the mid year race at Spa was off!

So it was that on Thursday12th September the Formula1 teams starts arriving in the Ardennes. Since it was a postponed race, only the entries for the original race were accepted. Three of these were missing, Stefan Bellof had been killed a few weeks earlier, Jonathan Palmer was still in hospital from injuries and Nikki Lauder. He had damaged a wrist in practice and flew to Vienna to have it looked at Alan Jones, was not allowed to run in the new Hart powered Beatrice since he was not one of the earlier entries.

For Friday practice Team Lotus appeared to have all their ducks in a row then it all went sour. Ellio's car developed a slipping clutch and Senna had a turbo go to meet the virgins on his Renault. By 1.30 Prost had the fastest lap but Johansson, Piquet, Mansell, Berger and Alboreto were all in the show and averaging a lap speed of over 130 MPH. One minute before qualifying practice finished, the heavens opened,

and Senna was only 18th fastest!

Saturday morning resembled Katoomba's Catalina on a winter morning. Fog, low cloud and mist. By 11.00 it was starting to lift, and the activities got underway. Senna quickly set the new lap time and then was pipped and by mid afternoon was down to 4th fastest. As practice started to draw to an end, Ayrton went out again, did a rapid warm up lap then went for it. At lap end, his rear tyres were bubbling and he had done a 1.55.4 good, ,but still 1/10th second behind Prost. In the dying minutes Piquet went out for a last lap but only managed to firm up his third.

Race day was even more gloomy with clouds covering the circuit at its highest point, and it was pouring rain. Then at midday, another Spa miracle the rain stopped and the clouds blew away! When the track opened at 1.30pm it was still under water, which meant all the teams started on wets.

Senna leapt into the lead from the start, but it was Prost's McLaren that out accelerated them into the hairpin. By the time they got to the Radillon, Senna was back in the lead followed by Prost, Alboreto, Mansell, Johansson Boutsen, Berger and Rosberg. Ayrton was in clear air and by the second lap a dry line was developing. By lap 4 drivers were coming in for slicks and at the end of lap 9 Senna was followed in by Mansell and Prost and for a brief moment of glory Ellio De Angelis led the race in the second Lotus. The Lotus team pulled a smart one by fitting slightly scrubbed tyres to Ayrton's car so he soon retook the lead on the run down to Rau Rouge.



Senna with a clear lead and victory in sight

Then, the terribly overstressed engines and turbos started exploding and cars started dropping out at a rate that was now becoming normal for that season. Senna, however, was in a world of his own. Mansell tried to keep up with him, but it was useless. Soon a smaller battle started between Mansell and Rosberg, but on lap 31 with Keke right up Nigel's clacker, there was a bang on Rosberg's car one of the large front brake air scoops on his Williams Honda parted company. This meant one brake cool one brake not so cool, not a good situation when decelerating from 160mph! He darted into the pits at the end of the lap and that was the end of that dice, save for the fact that the Whinging Brummie*, still watching his mirrors, missed his breaking mark and went off the circuit but regained with little damage. Whilst the Honda engines were sounding magnificently strong, the Renaults were all sounding crook. Senna in the lead was praying for the finish as his engine was now stuttering intermittently. In the end he hung on and crossed the line and the chequered flag ½ minute in front of second placed Mansell. Senna had just one his second Grand Prix.

The Whinging Brummie was Lotus Team boss Peter Warr's nickname for Nigel Mansell.

JUBU Performance unveils Exige based carbon fibre 740bhp supercar



It's been 20 years that Lotus unveiled their first version of the Exige, well known as one of the most agile sports cars in the world. Now, two decades later, an Austrian motorsport-engineer shows what is possible based on legendary chassis from Lotus. Always in mind: the spirit of Colin Chapman.

Martin Jung, founder of JUBU Performance, wanted to build the race-car he always desired: fast, easy to drive and easy to maintain.

What he did with his team is pretty insane: "JP ZERO", a full carbon, 610 hp race-car with only 960kg, designed to compete in the GT2 class. A 740 hp, street legal supercar will follow.

"We took the great chassis from the Exige and built an entire new car around it. Almost everything – from suspension to steering wheel was a completely new design and produced at our factory in Austria. During the development process we always kept the old principle of Colin Chapman in mind: simplify, then add lightness." says Martin Jung, the mastermind of the project.

Besides the ultra-lightweight construction the drivetrain takes a major part in the concept of JP ZERO: a special designed dual clutch transmission provides ultra-fast shifting without the downsides of a classic sequential gearbox.



"This was one of our greatest achievements during the project. Our DCT is really easy to handle and can compete with any sequential gearbox on track – but if you want to relax, you can just switch from manual in automatic mode and chill." says Jung.

The DTC also allows a bold promise – according to the manufacturer the car allows you to be on track for 100 hours without any major maintenance or rebuild of the gearbox. Martin Jung: "We de-

signed the car to be on track, not in the workshop. Any JP ZERO owner should be able to simply arrive on track and drive – without the need of a crew of mechanics."
The Bi-Turbo concept also allows the driver to adjust the power provided by the engine on purpose. It's possible to set the delivered power from 410 hp to 610 hp with a simple switch in the cockpit (up to 740 hp in ZEROstreet).
Three Versions, limited units, delivery starts 2021 JP ZERO comes in three versions,



ZEROrace, ZEROtrack and ZEROstreet. The pure race-car is called ZEROrace, designed to compete in the GT2 class. ZEROtrack comes as a low-maintenance, arrive-and-drive track-tool for having fun on tracks without any effort. ZEROstreet will come as a 740 hp, street legal, luxurious supercar with bare carbon body.
First deliveries of ZEROrace and ZEROtrack will take place in spring 2021. ZEROstreet will follow in spring 2022. Inspired by the 20th anniversary of the basic Exige each version of the ZERO is limited to 20 production units, so altogether just 60 units of JP ZERO will be produced.
Prices start at EUR 249.000 for ZEROtrack and go up to EUR 650.000 for ZEROstreet.
Martin Jung: "The car is pure, analogue and reliable. It's meant to truly be a car for the drivers
Story from The Lotus Forums.



August Tyre Kick and Coffee

Kokoda Café Sunday 16th





Sunday the 16th of August saw us get together at Kokoda Cafe in Rhodes Park for our monthly Tyre Kick & Coffee. Scroll along, and enjoy a few photos of the festivities.

With the weather warming up and the people of Sydney getting more experienced at safe socialising in 2020, we had a good turnout to Sunday's Tyre Kick and Coffee. We did a great job of decorating the car park, with the full variety of Lotus' efforts represented and attracting passers-by to enjoy the cars and take a photo or two.

We enjoyed a slightly-extended catch-up in the car park while the still-wintery sun did its best to peek over the trees and shine on us and the team got the cafe open and coffee machine warmed up. From there it was time to head to the courtyard for a coffee and a bite to eat before kicking off Sunday proper.

Thanks to everyone who came along! We look forward to catching up with everyone next month, on Sunday the 20th of September, to share some tales of the CSCA sprint the week earlier on Saturday the 12th. Please be aware that the Tyre Kick & Coffee will start at 9:30am from September onwards





Club Lotus SA Lotus Torque from

Andrew Stevens

Club Lotus: SA Lotus Torque

After a few months of quiet reflection, and observing the evolving rules around COVID, the SA crew sprung back into action at the start of August for a Sunday morning run to McLaren Vale, via Clarendon. With Michael Ford once again showing his knowledge of the Southern Vales routes, we had about 25 participants, including a couple of newbies. Wayne Macintosh used the downtime to give his S1 Elise a refresh and was raving about the difference, while yours truly joined in running in a new engine on the S2. It was great to catch up with everyone at the McLaren Vale visitor centre, and blow the cobwebs out of the cars on another superb Adelaide winters day.

So long as things remain sane, we plan to run to the following program for the rest of the year. We're conscious of the experience of our Victorian friends who are locked down with a second wave, and recognize the importance of social distancing and hygiene practices, so we'll be monitoring the government announcements.

6 Sep	Monthly Lotus Meetup (all welcome)
4 Oct	Monthly Lotus Meetup (all welcome)
4 Oct	MSCA Supersprint – The Bend
1 Nov	Monthly Lotus Meetup (all welcome)
15 Nov	MSCA Supersprint – Malalla
TBA Dec	Christmas Meetup and Lunch
14 Feb '21	All British Day - Echunga

September Run

We'll meet up at the Sikh Centre carpark - bottom of the SE Freeway by 9:00am on the 6 September. Everybody is welcome.

All British Day 2021

COVID willing, the ABD for 2021 will be on again in the Adelaide Hills. Registrations Open on 1 October, so not far away.

Alloy Fuel Tank for S1 Elise/Exige and Rover S2 Elise's

By Andrew Stevens

Anyone who has pulled one of the original steel fuel tank out of an Elise or Exige will recognize how susceptible they are to corrosion. For years the go-to answer has been to install the high end Pro-Alloy all-aluminium tank (https://www.proalloy.co.uk.). These are available from the UK, or through SSC in Sydney and Melbourne. Not only does it solve the corrosion problem, but it addresses fuel surge for those who track their cars, and offers a handy increase in capacity. The downside is that they are expensive.

There are other manufacturers, but all have similar offerings to Pro-Alloy, at similar price points.

Replacing a tank is pretty straight forward with the hardest bits being disconnecting the fuel pump, and getting the fuel hoses to release, especially if they've been sitting there for 20 years.



Fig 1: Corrosion on an Australian Delivered S2 Fuel Tank

After the Kevlar bag tank in my S1 Elise reached its use by date and started to leak (conveniently in the week before Bathurst !), I found myself on the lookout for a new tank suitable for competition use. I managed to find a 60L Toyota S2 tank, but to my dismay learned that the fuel tank aperture in Rover S1/S2 is a different size to Toyota cars, and the latter model tanks won't refit. Luckily I had a donor car sitting in the shed, and my Rover S2 tank was extracted and made the treck to Bathurst. But now I needed a long term solution. At the same time, my friend Mark had acquired a nice S1 from Tessie, and was cleaning it up to his impeccable standard, but wasn't keen on the cost of fitting a Pro-Alloy tank, when he was only going to use it as a direct replacement for the steel original.

Enter Tony K on Aussie Elise's (www.aussieelises.com) who was also looking for an S1 tanks and came across another source in the UK at about half the Pro-Alloy price. He was organizing a group buy, with the tanks landed in Australia at about $700 from a fabricator in the UK named Josh Leech. (https://www.ebay.co.uk/itm/Lotus-Elise-S1-S2-Aluminium-Fuel-Tank-Standard-Capacity-Track-Race-Restore/153912275442?hash=item23d5e2f1f2:g:m6wAAOSwJRReqIRG). These tanks are specifically S1 or Rover S2 (S1 Tank has 50mm Filler, 25mm Breather while S2 - 44mm Filler, 16mm Breather). Mark jumped in on the buy, while I thought that it wasn't quite the spec that I was looking for, and went in search of a Pro-Alloy. Luckily I found one sitting in a shed in Sydney and the owner was happy to part with it for a reasonable sum. Both arrived about the same time.

So how do they compare:



Figure 2: Pro-Alloy Tank (left) and Leech Tank (right)

Well, they're both well made and similar in weight. Both are about 5 kg lighter than the 10.8kg steel tank, but the Pro-Alloy with its one way valves, FIA foam filling and greater capacity is slightly the heavier of the two (6.65kg v 5.18kg). The Pro-Alloy is taller which is how it achieves the extra 12L capacity.

The specs on the two tanks are:

	Josh Leech	Pro-Alloy
Tank Capacity	36 L (as per OEM)	48L (60L option)
Dimensions	1070 (L) x 202 (W) x 200 (H)	1070 (L) x 202 (W) x 280 (H)
Construction	Twin internal baffles	Internal collector assembly with anti surge check valves.
	2mm 5051 alloy, tig welded	tig welded alloy (probably 2mm)
Pipes	50mm Filler, 25mm Breather	50mm Filler, 25mm Breather

Both come with the fuel pump mounting and studs ready to drop the original, or upgraded Spitfire pump in. The Josh Leech tank included the pump retaining ring and nylocs. As my tank was second hand, I'm not sure what comes standard from Pro-Alloy but their website says that the original fittings are re-used. In my case, I don't have the originals so a spin on my mate's lathe looks to be the next step.

Externally the construction of the two tanks is similar and the welding on both is excellent. The most noticeable differences are the extra capacity, and the mounting brackets. On the Josh Leech tank, the mounting brackets are similar to the OEM steel brackets, are nicely made and seem quite adequate, although the end tabs are easily bent in transport. The Pro-Alloy brackets are a different league entirely, and not only stronger, but provide a better bearing area to spread the load, and wrap around underneath the tank to support it.



Figure 3: Leech Tank Mounting Brackets



Figure 4: Pro-Alloy Mounting Brackets

The Leech tank seals between the tanktop and the fuel pump, whereas the Pro-Alloy seals between the fuel pump and the housing welded to the tank. Probably a horses for courses difference.

Internally, the Josh Leech tank is, as expected, similar to the OEM with dual perforated tank baffle plates. This is where the Pro-Alloy's features come to the fore, with proper one way flow valves, a full lateral baffle and Type IV FIA polyether safety foam. Allegedly you can run down to 3L residual fuel in the Pro-Alloy.



Figure 5: Internal Baffle / Collection Tank (Pro-Alloy on left)

The filler and breather necks are similar, with retaining beads on both with the smaller tank having longer pipes. Looking down the Pro-Alloy filler, the foam filling is clearly evident.



Figure 6: Tank Filler and Breather Pipes (Pro-Alloy on left)

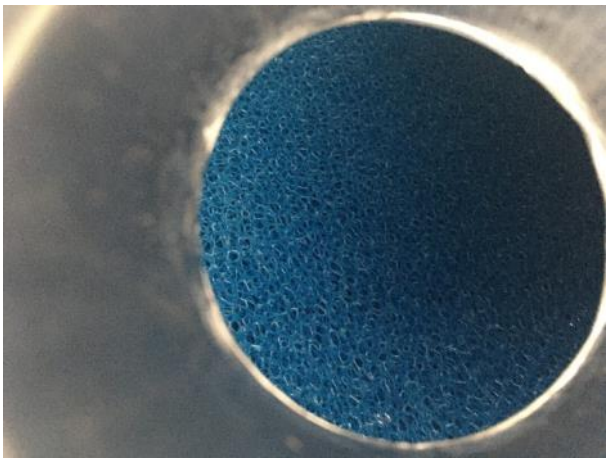


Fig 7: Foam filling in Pro-Alloy tank

Conclusion

For those who track their cars, (or if you have a Toyota engine car), the Pro-Alloy tank, with its anti surge valves, foam filling, extra capacity, and stronger mounting arrangements is the way to go. As Mark reminded me, having the Leech tank doesn't preclude you tracking your car, as you are no worse off than an OEM tank.

For those who simply want to replace the existing steel tank in their S1 or Rover S2 with a corrosion free option, the Josh Leech tank is a viable and cost effective option. While you're at it, replace your filler and breather hose. (but that's another story), and I'd recommend installing a new O'Ring for the fuel pump while its out. It's a once in 20 year job.

Both Mark and I are happy with the choices we'd made, based on our planned use.

It doesn't always have to be about Lotus does it?

Sixty years ago this month, the Ford Falcon was introduce into Australia.

Sixty years ago this month the Ford Falcon was introduce into Australia. They ceased production 56 years later in 2016. In the late 1950's Ford were assembling the British Zephyr, Consul and Zodiacs. These models were reasonably successful and popular, but they were too expensive to compete with the Holdens prices. This meant Ford had to commence local production. The first idea was to get the dies for the British models from England, but these proved prohibitively expensive. Then when visiting Detroit in 1958, Ford Australia executives were shown the new Falcon, being prepared for its American launch. Hs car was immediately attractive, it was as big as the Holden, long low and stylish, could fit 6 people and came with the possibility of a 2-speed automatic. The die was cast, in 1959, Ford built a factory at Campbellfield, in Melbourne, Ironically the factory was designed in Canada, and had a roof that would facilitate dispersal of snow, even though snow is virtually unknown in Melbourne.



Australia's first Ford Falcon the 1960 XK

The first Falcon model the XK series and was introduced in September 1960 as a four-door sedan, in both Falcon and Falcon Deluxe trim. The XK was in fact a right-hand drive version of the American model, although country dealers often included modifications such as heavy-duty rear suspension (five leaves) and larger, 6.50 x 13-inch, tyres

The steering was light and the ride surprisingly good, on well-paved roads. A station wagon, added to the range in November 1960

Billed as being "Australian-with a world of difference", the Falcon was the first serious alternative to Holden, and became an instant success. Sales were aided by the fact that the Holden competitor, the FB-series was lackluster and dated by comparison.

Whilst an immediate success, its sales soon suffered, the front suspension was falling apart in the bush!! In the 1960's a huge number of the roads outside the capital cities were dirt or gravel and the Falcons durability on these roads was not good. The main problems were collapsing ball joints and the vibration on the rough roads causing the adjusting shims to fall out of the front suspension, inducing some rather interesting and dramatic front camber changes. The cars started becoming known as the 'fowlcans"!! This was eventually put right and the Falcon and its later models became some of Australia's best-sellers, with over 3million cars sold in the seven generations to 2003, almost exclusively in Australia and New Zealand, but also South Africa.

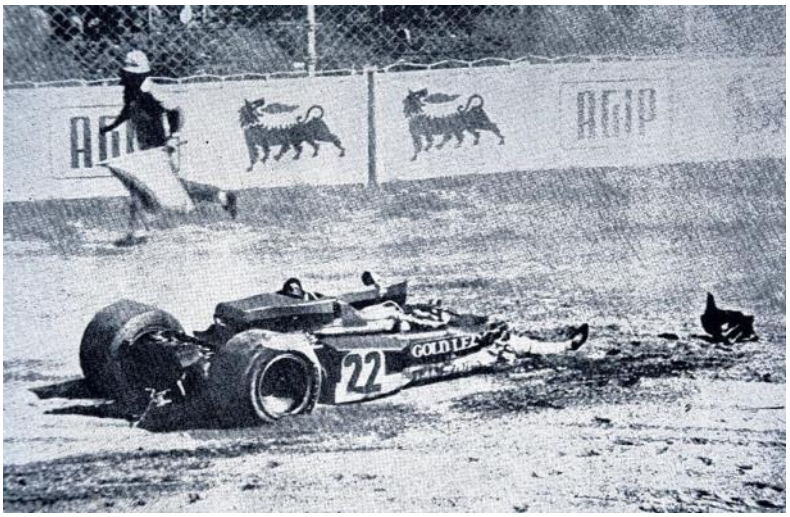


The Phase III, the Ford GTHO of 1971, was the worlds fastest 4 door production car and caused an out roar amongst the 'chattering classes' and 'bed-wetter's' of the time



The Ford falcon's finest hour. The Moffat and Bond annihilation of the GM opposition at the 1977 Bathurst Hardie Ferodo.

This Month in 1970, Lotus clinched its 4th World Championship, but in tragic circumstances



Last months ***Who Said That*** would prove to be chillingly prophetic. Bernie Ecclestone, who was Jochen Rindt's manager was replying to a question Jochen had put to him. Who to drive for, Lotus or Brabham. For the 1970 season, Jochen had a loose agreement with Jack Brabham. This pleased Jack, as he wanted out of driving and had told his wife that his last season would be 1969. She was overjoyed, but then Jochen came back to Jack, saying that he had committed to Colin Chapman and didn't think he could go back on his word. Jack reluctantly agreed, and continued to race for the 1970 season and, in fact, should have won 2 of the races of season that Rindt had won. One by a extremely rare mistake by Black Jack and another by his team not readjusting the fuel flow rate, such that he ran out of fuel on the last lap. Jochen, initially very cautious about the dependability and reliability of Colin Chapmans' cars, was now , at Monza, full of confidence in the Lotus 72C. This was a car that he had cursed, and threatened never to drive, but the Lotus engineers and mechanics at last made the car something that was unbeatable. Amazing, as their aging Cosworth engines were now being attacked by the enormous power of the V12s of Ferrari and Mantra which were already clocking more than 10mph per lap than the Lotus. To try an overcome this several teams including Lotus had removed the rear wings and Jochen reports another 800rmp in the Monza straight. Next day, Rindt's gear ratios were raised and he was flying!! Then disaster, Denny Hulme, who was on the circuit with Jochen, was recorded as saying "Jochen was following me for several laps and slowly catching me up and I didn't go through the second Lesmo corner very quick so I pulled to the one side and let Jochen past me and then I followed him down into the Parabolica, …..we were going very fast and he waited until about the 200 metres to put on the brakes. The car just sort of went to the right and then it turned to the left and turned out to the right again and then suddenly just went very quickly left into the guardrail."

Upon impact, a joint in the crash barrier failed and the front of the car went under the barrier and hit a stanchion head-on, destroying the front of the car. Rindt, who was never keen on seatbelts used only four points on the five-point harness so did not wear the crotch straps, as he wanted to be able to exit the car quickly in the event of fire. On impact he slid under the belts, and the waist strap fatally slit open his throat. Later investigations into the fatality found that the accident was initiated by a failure of the car's right front brake shaft, but that his death was caused by poorly installed crash barriers.

Lotus withdrew all cars from the race which was eventually won by Clay Regazzoni. The world Championship standing were then Rindt on 45, Brabham and Stewart both on 25 and 3 races to run. As it turned out Jacky Ickx won 2 and the new boy at Lotus, Emerson Fittipaldi took out the US at Watkins Glen. This meant thar Jochen was World Champion. The trophy for this was presented to his widow Nina by Jackie Stewart on 18 November 1970 in a ceremony near the Place de la Concorde in Paris.

TD

NOTE New Date for the Spring Festival!!



Lotus 2021 Postponed Until 2022

It is with a mix of disappointment and hope that we announce the postponement of Lotus 2021 to February 2022. We hope that when we arrive in Tasmania some eighteen months from now, our world will have reached a new equilibrium and we'll be able to hold a celebration to suit.

The biennial Lotus spectacular is a celebration of the community and the marque which has drawn us all together. It has become clear that, outside of practical considerations, by the time we get to crunch time, the event may not be available to the entire community, whether that be due to ongoing concerns, regulation, or financial constraints. By postponing the event by a year, we hope to be in an environment in which it can live up to its spirit.

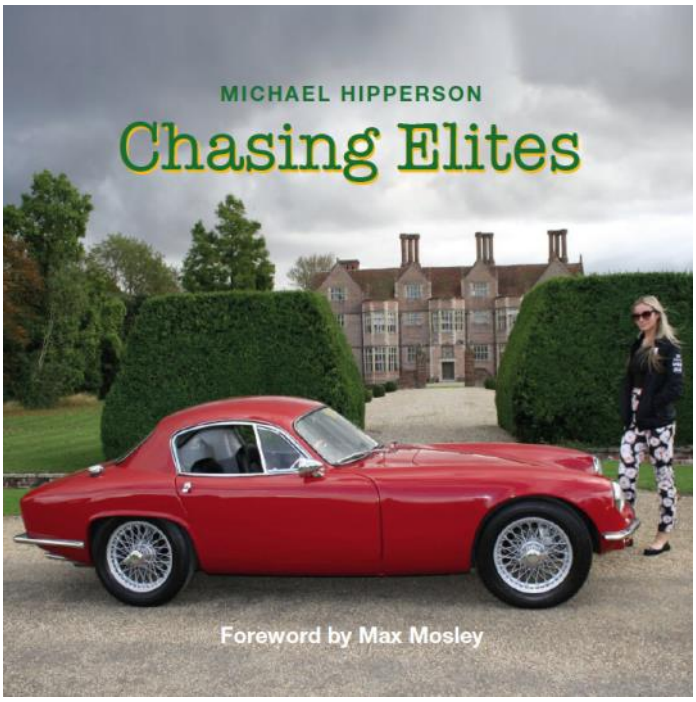
That said, 2022 is a long way away, and we could all use something to look forward to between now and then. So, in lieu of the original Lotus 2021 plan we are going to hold an informal Lotus road trip through country New South Wales in Autumn 2021.

The plan is to enjoy our cars and community for a weekend and take advantage of the temperate Autumn weather. It will be a relaxed, informal affair and all will be welcome. More details to come shortly!

From everyone on the Lotus 2021 committee we wish you our best and hope you are keeping safe and well and looking after each other. In particular, our thoughts are with our Victorian friends in these tough times.

Take care, and we'll be back with more news in the coming weeks.

British Author Michael Hipperson has released his latest book 'Chasing Elites', covering the Lotus Elite Type 14.
'Chasing Elites' seeks to understand what made the Lotus Elite Type 14 so remarkable and ahead of its time. It includes a foreword by Max Mosley.
The book sells for £10 and Hipperson donates proceeds to children's charities once self publishing expenses have been covered. His previous two books raised £20,000 for such charities, having sold close to 4,000 copies.
Elite fans or those looking to learn more about the cars can pick up a copy online at www.letthemstare.co.uk This appears to be the only outlet as he Book Depository and Amazon do nor list it. I have ordered a copy and with postage comes to about $38.00



Answer to last months "Now who Said That?"



Last months quote was

"You've a better chance of winning the title with Lotus, but you've a better chance of staying alive at Brabham"

The quote comes from Bernie Ecclestone who was Jochen's manager at the time, They were of course very fortuitous words and both predictions came true when in 1970 Rindt was the only F1 driver to be awarded the World Championship posthumously

Winner was Evan Jones



Jochen's wife Nina, with the stopwatch, watches him prepare to go out for practice at Monza. He had minutes to live.

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months quote is

"A lot of people criticize Formula 1 as an unnecessary risk. But what would life be like if we only did what is necessary?"

And remember, the quoted person is mentioned somewhere in this newsletter and he certainly tested that risk to his serious detriment. But in the end, he died in his sleep.

CLA NSW 2020 Diary

Month	Day Date	Event	Time	Location
		NOTE NEW START TIME FOR T.K.&C.		
Sep-20				
	Saturday, September 12, 2020	CSCA Round 5 TSOA	8.00am	Wakefild
	Sunday, September 13, 2020	All British Day	8.00am	CANCELLED
	Sunday, September 20, 2020	Monthly get together, tyre kick & coffee	9.30 am	Kokoda Café, Rhodes Park, Rhodes.
Oct-20				
	Sunday, October 18, 2020	Monthly get together, tyre kick & coffee	9.30 am	Kokoda Café, Rhodes Park, Rhodes.
	Sunday, October 18, 2020	CSCA Round 6 JDCA	8.00am	SMP North
Nov-20				
	Sunday, November 15, 2020	Monthly get together, tyre kick & coffee	9.30 am	Kokoda Café, Rhodes Park, Rhodes.
	Saturday, November 28, 2020	HSRCA Summer Festival	8.00am	SMP
	Sunday, November 29, 2020	HSRCA Summer Festival	8.00am	SMP
Dec-20	TBA	Christmas party		

CLA South Australia 2020 Diary

Month	Day Date	Event	Location
September	Sunday, September 6, 2020	Monthly Lotus Meetup	
October	Sunday, October 4, 2020	Monthly Lotus Meetup	
	Sunday, October 4, 2020	MSCA Supersprint –	The Bend
November	Sunday, November 1, 2020	Monthly Lotus Meetup	
	Sunday, November 15, 2020	MSCA Supersprint –	Malalla
December	TBA Dec	Christmas Meetup and Lunch	
January			
February	Sunday, February 14, 2021	All British Day	Echunga

CLA WA 2020 Diary

Month	Day Date	Event	Location
September	Monday, September 7, 2020	Meet n Eat	Point Bleches Sth Perth
	Saturday, September 19, 2020	Super EMR (Steve and Ali)	TBA
	Sunday, September 20, 2020	Super EMR (Steve and Ali)	TBA
October	Monday, October 12, 2020	Meet n Eat	Point Bleches Sth Perth
	Thursday, October 22, 2020	Targa West	
	Friday, October 23, 2020	Targa West	
	Saturday, October 24, 2020	Targa West	
	Sunday, October 25, 2020	EMR (Janet and Pete)	Guilford Rwy. Stn. Car Park
	Saturday, October 31, 2020	Targa Rally sprint & Motokhana	
November	Saturday, November 7, 2020	SES Collie Hill Climb	Collie
	Sunday, November 8, 2020	Collie Sprint	Collie
	Monday, November 9, 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, November 22, 2020	EMR (Paul and Spilly)	Guilford Rwy. Stn. Car Park
December	Wednesday, October 7, 2020	Meet n Eat	Point Bleches Sth Perth
	Sunday, December 13, 2020	Chrisrmas EMR	
	Saturday, December 19, 2020	SES Barbs Twilight Sprint	

FOR SALE:
PARTS TO SUIT S2 EXIGE AND S2, S3 ELISE

Both items are in perfect condition. Never fitted. Both come with all installation and fixing components







OEM LOTUS REAR SPOILER TO SUIT S2 EXIGE AND S2, S3 ELISE

This is an original Lotus GT4 rear spoiler, which will fit any S2 Elise. It's supplied complete with parts and fittings to install to an S2 Exige or S2 Else.

Its shape lends itself to the concours of the S2 Elise and will not interfere with opening the engine cover.

Fits S2 K Series Elise, S2 2ZZ Exige, S2 2ZZ Elise (2004 – 2011), S3 1.6 Elise (2011 – 2014), S2 1ZZ Elise (2006 – 2010) and S3 Elise (2011 – 2019). The spoiler is made from ABS plastic and will require priming and painting.

I am selling this for the cost of the item only $385. You are saving the freight from the UK to Australia which was almost as much as the cost of the item.

Amazingly low price, considering that this is a Lotus Original Equipment part.

ELTEC ITALIA FIBREGLASS SPLITTER TO SUIT S2 EXIGE AND S2, S3 ELISE

The cost of this item, without freight, from Italy to Australia was 295EURO ($440). However I am selling this item for just $295.

Fitting instructions are provided with the Splitter.
Contact Mike on 0404 867 241 o mike@frontrunnermortgage.com.au



For Sale
Lotus Elan+2, 1969 Black Badge



We've owned the Lotus for over 20 years. It has hardly been driven in the last 10 years. It has been kept garaged in museum conditions. Engine works as listed below are complete, however the engine has not been placed back into the car and would need to be reassembled by new owner.

Car condition:

Engine: New pistons, new water pump, electronic distributor and alternator. New 1¾ SU carbys (Not run in yet)

Car: Trim/console repairs with removable head rests. New windscreen, muffler, electronic fuel pump, rear calliper rebuild plus isolation switch. Radiator rebuilt, modified and relocated.

Body: No damage, has some stress cracks (surface only). Pop-up headlights working well, as are the electric windows. Has original tool kit and radio. 1lt paint will be supplied with the car.

$20,000



Also available, Spare parts as follows,

- Original Stromberg CD carbys & Air box
- Air cleaner
- Distributor parts
- Generator
- Starter motor
- Half shafts with doughnuts
- Cam cover, and
- Original workshop manual.

Car and parts $25,000



For Sale

2001 S1 Lotus Exige For Sale



Imported form England in 2009 through SSC with 12756 miles, dash replaced to meet Australian Regulations vehicle now has now covered a further 77000km. I'm the third owner this Exige is rare colour, and one of only 2 made with the interior/exterior color combination, and was built and first registered (in England) in May 2001 Chassis No. ending in 80567.

Metallic Gun Metal Grey, Blue Alcantara Interior with custom Trim, Carbon Air Box, Armor Fend Stone chip protection film (front clam and rear side wheel well), Harness 5 point driver 4 point Passenger, Removable steering wheel, Wheels repainted Silver in 2010, 190PS Lotus ECU Upgrade 2ublar Exhaust (24x8) with High Flow Cat, Quick shift upgrade (Tighter gear linkage), Short throw shifter, Fire extinguisher (front of passenger seat)

After purchase, the following maintenance and reliability improvements have been made.

Piper Vernier Cam adjusters, Emerald ECU fitted (car still has the original ECU fitted), Complete Suspension refresh Wishbones Powder coated with Quantum Shocks fitted



Pagid Blue brake Pads, Aluminum Radiator new Air Conditioning Condenser radiator Fans renewed
Custom Air Conditioner Evaporator box with new compressor, Laminova Oil cooler fitted Original Oil Cooler unit leaking and Temperature/Pressure Gauge fitted, Exhaust Ceramic Coated with Extensive Heat Shielding and sound Deadening added, Baffled Sump and Clutch Support Bracket.

Vehicle has been maintained well with Oil changed every 5000km. Tuned by Neil Trama to improve drivability. Air Conditioning works; new Yokohama Ad07 tyres fitted. Paintwork has the amount of stone chips you expect from a car used as a touring vehicle as this is how it is used. Extensive File both Photographic and paper to support history what is listed above is only part of the journey

$90,000 Call Mike Basquil 0438 435 001 / mbasquil@optusnet.com.au





For Sale

2016 Exige Sport 350 for sale



One year with my Exige Sport 350 and it's been a blast! I set myself some pretty lofty goals and the little yellow rocket helped me smash them all. The charge-cooled TVS1900 has performed flawlessly (no stalling) and the trackside support from Simply Sports Cars has been astonishing.

The car heads into 2020 in a very sweet state of tune (1:42 at SMP on 200tw street tyres anyone?) however I feel that further modifications would compromise the daily drivability. After much painful deliberation, I've decided the car needs to find a new home while I go hack away at something cheaper.

3-year service has been completed at SSC who also took care of all the big upgrades below. For anyone looking to get into a big power V6 with suspension and aero upgrades to match, this car represents awesome value at an asking price of $128,800. Low mileage of approx. 17,600km.

The car is listed on Aussie Elise's as well as Carsales. If you'd like to get in touch with Jonathan, email Seth at seth@clublotus.com.au

Charge-cooled TVS1900 supercharger upgrade
Nitron 3-way 46mm race suspension, with SSC-modified steering arms for up to ~3 degrees negative front camber (OEM suspension included)
Forged OEM wheels (6.7kg front, 9.07kg rear) with Yokohama AD08R tyres (215/40R17 + 285/30R18)
Half-worn Bridgestone RE71R tyres in the same sizes
Carbon fibre hardtop (5.9kg)
Carbon fibre Exige Cup 380 rear wing (adjustable)
60L baffled fuel tank
SSC harness bar with 2x Schroth 4-point ASM harnesses (exp 2022)
Antigravity ATX30 lithium battery (2.6kg; OEM 17kg lead acid battery included)
Exige 380 front canards
Alias23 track splitter (not pictured), splitter reinforcement plates, extended side sills
Clubsprint time attack splitter (made by yours truly)
Steering wheel retrimmed in genuine cow suede (by Leather FX)
Ferodo DS3000 front brake pad upgrade (DS2500 at the rear)
Magical Racing carbon fibre mirrors (not pictured; OEM mirrors included)
Solargard Ceramic Vortex 35 window tint
Reverse camera / mirror kit
Street Guardian SGGCX2 dashcam
InoKinetic dbwpedals
CAMS-compliant fire extinguisher and tow hooks



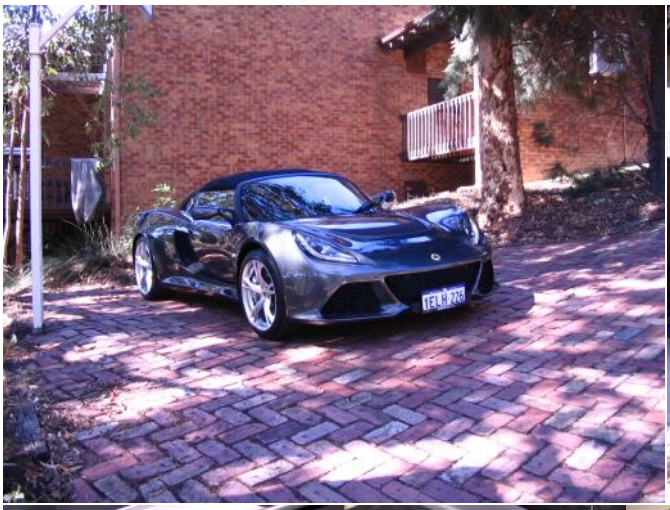


For Sale

2014/2015 Lotus Exige S Roadster (V6) 3.5 litre engine.

Purchased: New in 2015 from Barbagallo after I retired.
Performance: 0 to 100 kph in 3.9 secs.
Odometer: **21,470 km** (5,000 / year)
Colour : Carbon Grey.

Selling Price: The car will be advertised shortly on Carsales for **$95,000**. This is a good price. A new car is in the region of $165,000.
Condition: The car is immaculate (as new) in every respect. The paint has no marks or scratches. The interior trim is perfect (as new). The hood is perfect (as new).
Tyres: Good condition. In addition, it will be sold with 2 additional brand new rear tyres (Pirelli P Zero) that I have recently purchased ($760).
Service Modification: The car has a very useful and engineered modification on the rear under tray to allow for **quick, easy and safe** lifting for servicing (wheels / tyres / brakes).
Body Modification: Anti-chip paint protection sections in front of the rear wheels (not available from the factory).
Photographs: Please see the attached photos.
Communication: Initial communication please by e-mail. courtley@iinet.net.au Stuart Courtley
Location: Gooseberry Hill, Perth, WA









For Sale

As some members will be aware, my brother Gos Cory died last year. He was a member of the Club, and had only recently sold his twin cam Europa which he had campaigned on track.

I am now selling some books of his on behalf of his partner, one of which is 'In the Left-hand Seat', the sporting biography of John Dawson-Damer. Given its relevance to club members, I am offering it here first, prior to listing it with the others on the usual sites. It seems to be somewhat collectible, and I am offering it at $AUD150, plus $20 post.

I also have his Golden Jubilee jacket, in excellent condition, size 3XL, free to someone who a) wants it, b) fits it, and c) wears it.

You can contact Ed Cory on 0468 369 285,



Wanted

Lotus Elise S1/S2 OEM Seats

I'm looking to purchase original front bucket seats (or worst case just a drivers seat) from a Lotus Elise for a car project that I'm building. They can be used/damaged condition but must be original as I am having the car engineered and need to prove that the seats are from an existing car model, otherwise I need to have expensive ADR compliance testing.

If you could let me know if anything comes up, that would be appreciated.

Regards,

Warwick Black

0473578822

Wheels for Sale

SILVER GENUINE FACTORY

OEM WHEELS RIM SET WITH LOTUS CENTRE CAPS

Wheels are used with some scuffs and paint fading. Check pictures for detailing, scuffs, etc.

Front wheels have Yokohama Neova 175/55R16 Tyres. Rear wheels have Yokohama Neova 225/45R17 tyres

Canberra local collect or freight at cost to buyer

$1000 for the set.

Send Seth an email at web@clublotus.com.au and he'll put you in touch with Simon

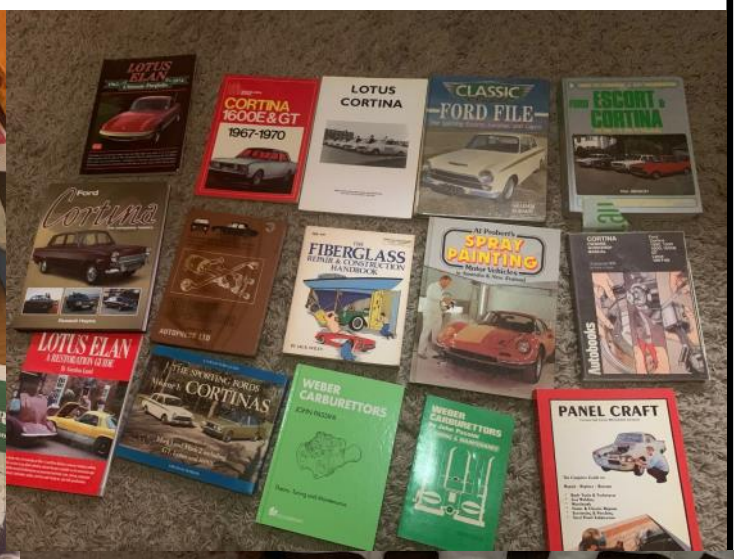


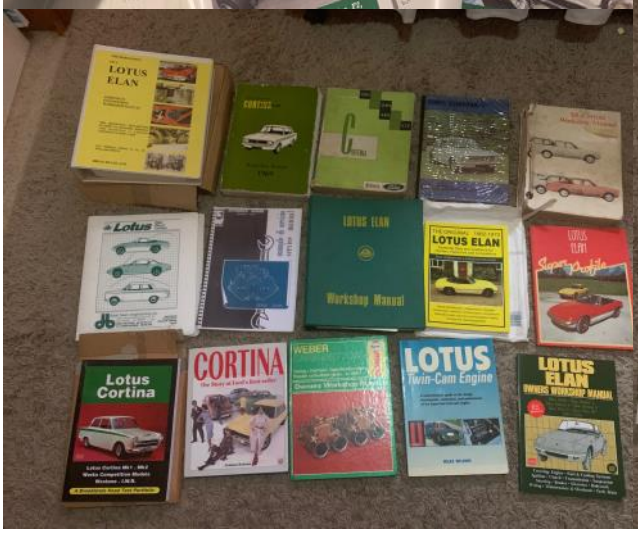
For Sale

For sale, individually or in bundles, large collection of Lotus and related literature.

Time I thinned out this library that has accrued over the years. Rather than pricing things individually, the basic rule of thumb can be half original price, however as always, bundle and save, would rather this stuff got into bookshelves that might need it more than mine.
Some real gems and some less sought after volumes. Also a large stash of lotus related magazines, I used to have boxes and boxes of magazines but I did a big cull in early '90s, keeping only those that had some form of Lotus content.
I'm five dock (Sydney) based so you are welcome to come and browse or collect from here, we will observe appropriate social distancing rules. Or I can post to you anywhere in Oz (at cost), and will wipe them down with a disinfectant wipe before dispatch, wearing gloves.
10% of proceeds to Beyond Blue". Contact Robert direct by ph./text 0421313257



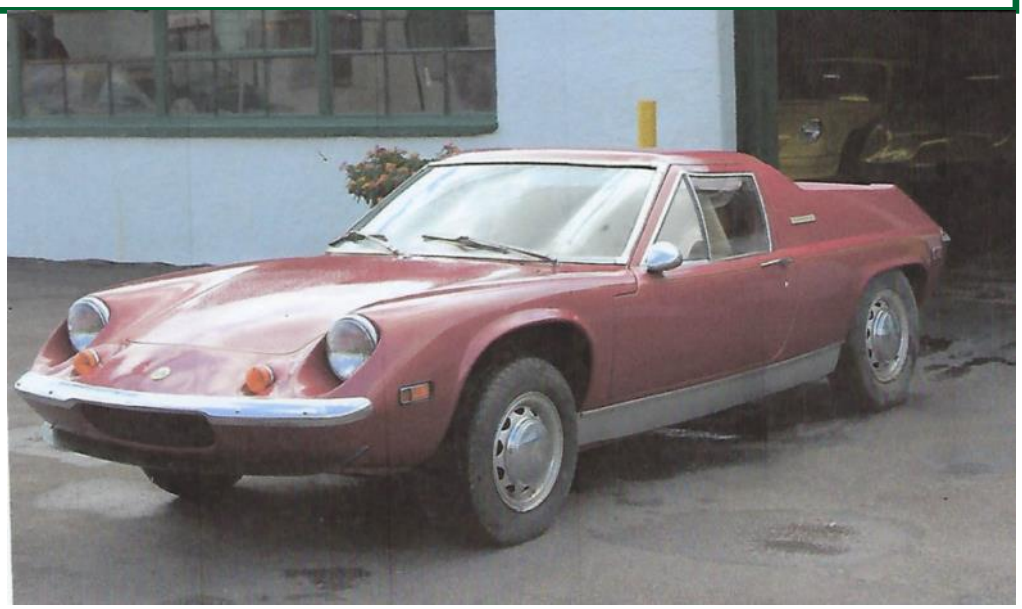






For Sale

1972 LOTUS EUROPA TWIN CAM



This left-hand drive Lotus Europa Twin Cam (VIN 72042223R) was brought in from the US.
The car was originally Lagoon Blue Metallic. Since painted Maroon Metallic. There are paint defects. All glass has been taken out in preparation for paint repairs but comes with the car.
Lotus Twincam Stromberg head complete with cam shafts, front timing chest, pistons, crankshaft and conrods come with the car along with a four-speed gearbox. Engine block and bell housing are not included. A Fuego 5 speed box is available, but is not included in the sale and would be at extra cost.

Brand new dashboard included.
Clear title and import approval.
This car could be a contender for a more modern Ford engine upgrade that would bolt in. check your options by Googling Spyder Cars. All the components that you might need are readily available.



$19,500 ONO
Call David on 0403 600 600 for any discussion about the car. Don't hesitate.

For Sale

1970 LOTUS ELAN S4 DHC

This left-hand drive car was brought in from the USA without engine or gearbox. A Stromberg head complete with cams and carburettors was supplied with car, along with crank shaft, conrods, pistons etc. Also included is the gearbox casing and some gears. Both gears and blocks are readily available.
The car has been dismantled for restoration. The chassis is good.
The paint is red, but needs some attention as you can see from the photos.
Includes centre-locking wheel nuts and has a new dashboard.
It's missing a steering column and the steering wheel and windscreen were lost in transit.
Components are readily available for these cars.
Clear title and import approval. VIN 114K.
Asking $23,500 ONO. This is reasonably priced with restored cars topping $60,000 in Australia and more overseas. Check it out.







Call David on 0403 600 600 for any discussion about the car. Don't hesitate.